

CLASSIFICATION

COUNTRY East Germany

REPORT

TOPIC Stendal-Borstel AirfieldEVALUATION                      PLACE OBTAINED                     

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DATE OF CONTENT                     DATE OBTAINED                     EPARED 16 March 1955

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REFERENCES                     PAGES 3 ENCLOSURES (NO. & TYPE)                     

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REMARKS                     

This is UNEVALUATED Information

1. The following air activity and aircraft were observed at Stendal-Borstel airfield between 3 January and 13 February 1955; During the period from 3 to 26 January, air activity was only observed on the following days at Stendal-Borstel airfield:

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12 January. Between 0915 and 1545, individual flights were made by Il-10s which individually took off from east to west and made 1 to 3 local flights. Up to 3 aircraft were simultaneously aloft. There was a light wind from the west and light haze.

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15 January. Between 0930 and 1600, there was intensive air activity by individual aircraft. The weather was the same as on 12 January. At 1330, a biplane took off and headed southeast. The aircraft involved in air activity on this day were painted either dark gray or beige. There was no particular order in which the aircraft of the different colors practiced flying.

21 January. At about 1200, individual take-offs were made by 3 Il-10s which assembled and headed toward the southeast.

25 January. At about 1000, no aircraft were observed at the field. It was believed, however, that the aircraft were parked in the hangars. The repeated running up of an aircraft engine was heard emanating from the direction of the hangars. A tractor towing 2 large trailers with van-like superstructures moved on the field in line with the new camp toward the hangars. The superstructures of the trailers had a white and dark gray chequered coat of paint. No air activity or vehicular traffic was observed.

Between 2 and 13 February, air activity was observed only on the following days:

2 February. At 0915, a biplane took off heading east.

3 February. Between 2100 and 2100, there was intensive air activity by individual single-engine aircraft with set position lights. During night flying activity, a rotary searchlight was in operation at the field.

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4 February. There was intensive air activity by individual aircraft between 0900 and 1430.

7 February. Between 1500 and 1630, intensive individual flights were made. Some aircraft also flew in formation. Between 1700 and 2200, night flying was practiced by single-engine aircraft, while a rotary searchlight was in operation.

10 February. At about 1000, 8 Il-10s were reparked from the field center in line with the new camp to the hangars. At the same time, 3 aircraft were aloft and made individual flights up to 1500.

11 February. Between 1030 and 1600, there was intensive air activity by individual aircraft. At about noon, 2 biplanes took off and departed from the field.

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2. Six to 8 soldiers practiced with 37-mm AA guns in the AA gun emplacement north of the new camp. Four artillery pieces were observed in the emplacements.<sup>2</sup>

3. On 25 January, no aircraft were observed at Stendal-Borstel airfield nor was any air activity seen.

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4. On 25 January, about 20 officers wearing black-bordered blue and red-bordered black epaulets rode the regular bus from Stendal to Borstel and then walked from the bus stop to the airfield. The ranking officer was a major. Truck and sedan both with drivers wearing red-bordered black epaulets, proceeded from the direction of Stendal toward the airfield.<sup>1</sup>

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5. Six soldiers were engaged in aiming practiced with a 37-mm AA gun without gun shield or wheels just north of the new camp, close to the highway leading to Borstel. An alarm device consisting of a mast with iron rods about 50 cm long and a clapper was seen in the northwestern corner outside of the new camp. A sentry with field glasses was posted near the alarm device.

6. Four 37-mm AA guns were seen in a field emplacement just northeast of the new camp. In the middle of the emplacement was a truck mounting a model AA 4 MK 3 set. A Fishnet-type radar set was seen at some distance. An alert practice was held in the AA gun emplacement. The alert signal had been sounded by an alert device in the emplacement which was similar to the one described above. The crews of the 4 AA guns rushed to their guns and began with aiming practices. Two trucks, presumably radio trucks, were parked in the new camp. The light in one truck was lit.

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7. At about 1430 on 1 February, about 8 Soviets were engaged in establishing a practice range for the AA personnel, presumably a range for pistol firing; the range was 80 to 100 meters long and about 30 meters wide and was located along the northern side of the new camp. About 10 new 3-axle trucks of Soviet type and aft of the trucks 3 to 4 gun barrels were observed in an open wooden shed. On 2 February, about 350 men were quartered in the new camp. Soviets wearing red-bordered black epaulets with and without artillery insignia were seen. Four quartering buildings, formerly wooden barracks, were re-<sup>2</sup>constructed as brick barracks, each 40 to 50 x 8 meters.
8. Between 1100 and 1300 on 6 February, 3 Il-10s three times approached a ground target which was apparently located on the training field of the military post south of Hindenburg Kaserne. The aircraft simultaneously fired their aircraft weapons on the target from an altitude of about 100 meters. They returned to the field after circling over the town.<sup>1</sup>

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1. Comment. Stendal-Borstel airfield is occupied by a ground attack regiment equipped with about 30 Il-10s. Elements of the regiment presumably participated in an army exercise in the Wittstock-Schweinrich-Perleberg area between 20 and 28 January 1955. According to reports from Wittstock airfield 9 Il-10s were observed there.
2. Comment. In addition to the Fishnet-type set, 1 Knigferest-type set was at Stendal-Borstel airfield. The model AA 4 MK 3 set is reported for the first time.

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